

was the day named in the rules and orders, and although the Governor had power at any time to alter the day of meeting, he (the Attorney General) understood that there was a feeling on the part of the official members that Monday ought to be substituted.

His Excellency—I think, as perhaps hon. members may desire an opportunity to discuss some of these rules, we had better go into Committee.

On the motion of the Attorney General the Council went into committee.

The Attorney General said that Monday had been substituted for Wednesday as the day of meeting.

His Excellency expressed himself in favour of the change, Monday being a more convenient day for the unofficial members than Wednesday.

Agreed.

Mr. Ryrie supported Mr. MacEwen's proposal with respect to the bills reported on by Special Committees. He said it was not the custom in former years to read bills clause by clause and line by line after they had passed through the hands of the Special Committees. It occupied a great deal of time in the Council and retarded the proceedings very materially. He moved that the proposal be adopted.

Mr. Chater seconded.

His Excellency regretted that Mr. MacEwen was not present and thought the proposal was a misconception of the procedure in the House of Commons with respect to bills reported on by Special Committees.

While the procedure proposed was, he believed, followed in regard to bills dealt with by the Council, the Standing Committee, he understood, in the case of bills reported on by special committees was to read them clause by clause and line by line in committee of the whole House. He should be sorry to see the Council, as he was under the impression that it would be a very dangerous thing. Perhaps a more expedient course would be what he had stated in regard to standing committees of the House of Commons, which would mean the appointment of a certain number of official and unofficial members of Council, who would deal with bills referred to them in the same way as they are dealt with by the Council in committee, and when the bills came before the Council the marginal notes only would be read.

The Colonial Treasurer said the Standing Committee appointed in the time of Sir George Bowen's Administration were altered and complete failures. There were a Public Works Committee and a Committee to which bills were referred, and when the bills came before the whole Council only the marginal notes were read, but the system would not work, and he remembered distinctly on one occasion when a bill was being dealt with in this way by the Council the opinion was expressed by every member present that the proceedings of the marginal notes would not do. Some very annoying mistakes got actually passed into ordinances, which had to be amended afterwards. He was afraid the members of Council who make up their minds to go through the bills clause by clause and line by line however tedious it might be sometimes. There was not an Opposition here as there was at home burning to show that Her Majesty's Government were always intent on trying to do something utterly wrong, and that they were always doing it.

On the contrary, it was supposed here when a bill was brought forward that it was probably devised by somebody who knew what he was doing, and that it must be all right. He thought, if the plan were carried out, it would result in an absolute failure as it did before.

The Attorney General said that when a Special Committee was appointed the result in Hongkong was that the work was almost entirely left to the Attorney General. Since the Special Committee a large number of important suggestions had been made to him, some of them even by the members of the Special Committee.

Mr. Ryrie said in Sir John Pope Hennessy's time only marginal notes were read and he had a good deal of parliamentary experience. He (Mr. Ryrie) was prepared to withdraw his amendment. It was after all very seldom that such long bills came before them.

The Attorney General suggested that the clause might read: "Provided that if a Bill has been considered by the Council, the Standing Committee shall with the assent of the President be sufficient, instead of reading the whole bill, to read the marginal notes."

His Excellency thought the amendment should be that of the majority of the Council.

It was after some further discussion, agreed to propose the matter to allow the Attorney General to frame a clause on this principle.

FINANCIAL FOR THE CHINESE.

Dr. Ho Kai proposed that in the clause providing for the publication of private bills in two daily newspapers, the words be inserted, "one of which shall be a Chinese newspaper." The Chinese formed the largest portion of the community and their interests in property was very great. The Attorney General said that this was an English Colony, which was very true, but the principle that guided the Council was legislation for the public at large without distinction of race.

Mr. Chater said he was inclined to agree with the Hon. member, if it was the case that no translation of private bills was inserted in the Government Gazette.

Mr. Ryrie—All ordinances used to be translated, but they are not now.

His Excellency—Only bills which specially affect the Chinese are translated. As, however, private bills might affect them as much if not more so than private bills, I can understand the desire for publication.

The Colonial Treasurer pointed out that the lack of translating such bills as the original Hongkong and Shanghai Bank Bill or the Tramways Bill was gigantic. There were only four or five men in the Colony capable of doing such things. The Chinese language was much more difficult and it was a work of supererogation to render English law terms into Chinese. It would cost \$500 to \$800 to translate such a bill and the cost might be prohibitive of private legislation. Besides, the Government made itself responsible for the translation, and as from time to time it was in some Chinese newspaper might have a cause to complain that he had been misled by his interests prejudiced by an incorrect translation.

The Attorney General said that only a few bills were translated—three or four out of a hundred. The Chinese, however, were not so stupid as to be misled by a translation. The Chinese translation was of no use to them at all, that they could not understand the terms used.

The Colonial Treasurer—How long would it take to translate such a bill as the Public Health Ordinance?

The Attorney General—With the Registrar General's aid, who has been sent up for two years to learn the language and the staff at his disposal, about six weeks.

His Excellency said he was in favour of full publicity, but there seemed to be considerable difficulties in the way.

The Acting Colonial Secretary pointed out that the paragraph they were discussing did not require that the whole of a bill should be published in public newspapers, but that a translation be published in Chinese.

His Excellency—If they are to be published in Chinese, they must be published in Chinese. If they are to be published in Chinese, they must be published in Chinese.

The Attorney General—If they know that a Bill is to be introduced they can look at the Government Gazette. This is an English Colony, and if you admit the principle of Chinese translations, you might have demands from the Portuguese for a version in their language.

After some further discussion, it was agreed to add to the clause, "and in one Chinese newspaper," by which addition it is provided that the notification drawing attention to a Bill shall be published in Chinese.

THE DEFALCATION IN THE MONEY ORDER OFFICE.

Mr. Ryrie asked the following question: "If the Executive will furnish the Council with any information in regard to the reported defalcation in the Money Order Department of the Colony."

His Excellency—Hon. members are aware, as indeed we are all aware, that an official connected with the Post Office department named Barradas disappeared from the Colony some time since. Shortly after he left I considered it my duty to cause an enquiry to be made into the alleged defalcation. Such enquiry has been made, and I trust that before long he will be brought back to the Colony. In these circumstances, I feel sure that hon. members will not expect me now to enter into details connected with this matter. I would not be fair towards one who, if he comes back here, will in all probability be charged with a criminal offence. I may say this, however, that those whom I appointed to enquire into this matter have made certain suggestions in regard to the Post Office which will have my most careful consideration. So far as I am able to arrive at a conclusion as to what should be done in connection with this matter, and I am at liberty to make further statements, I shall be happy to answer any questions that may be put.

THE JUBILEE OF THE COLONY.

Mr. Ryrie—I beg to ask the following question—If it is the intention of the Government to take any steps in regard to this celebration of the Jubilee Day of the foundation of the Colony.

His Excellency—in answer to this question, I say that the Government consider that if any celebration takes place in this Colony in connection with its Jubilee that such should take place next year. There can be no doubt that this Colony became a British possession in 1841. In the year 1841, a party of men, without any charter, entered the Colony and took possession of it. In the year 1842 a charter was granted establishing this possession as a British Colony, but there can be no doubt that this colony really became English territory when it was taken, in 1841. Now in regard to the Jubilee, I consider myself that it is not one with regard to which suggestions should come from the Government. If the public in this colony consider that the Jubilee is one upon which any festivities should take place, I am quite sure that the Government will be only too happy to receive any suggestions that may be made in that direction. We know perfectly well that in regard to the public to move that such expenditure should take place then for the Jubilee is a matter of public money, and it is rather for the public to move that such expenditure should take place than for the Government to propose it. If any hon. member can ascertain what are the wishes of the public in regard to this matter and forwards any conclusion he may arrive at to the Government, I am quite sure that the Government will be most happy to consider any suggestion that may be made. The suggestion that the Government should take place in the Colony through which enterprises and industry the Colony has become so prosperous as it has become.

The Council formally adjourned to Monday week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held at the meeting of Council, the Acting Colonial Secretary presiding.

THE HAPPY VALLEY IMPROVEMENTS.

The first vote was \$8,000 proposed to be expended on the improvement of the Happy Valley.

The Surveyor General said it was proposed to expend \$2,000 in improving the road and \$4,000 in filling up the pond.

Mr. Ryrie—A most expensive pond that has been.

The Surveyor General—It is very big and deep, and it will take 10,000 tons to fill. Part of the earth would be taken from the present drains and part from the hillside to the East of the valley.

The Colonial Treasurer—It is very desirable that the pond should not be gained more than is possible.

The Surveyor General—I do not see how we can fill in the whole without cutting into it.

The Attorney General suggested that the energy of the dyppers who are filling the pond might be turned in that direction.

The Registrar General asked if it was intended to return the whole valley.

The Surveyor General—All that we intend to do is to improve the road. Any one who has had anything to do with filling up will know that the expenditure of \$3,000 will not relieve us from the necessity of spending an annual sum for keeping up the turf. Of course it is one of those things you can spend just as much as you like. If you were to turf it all like the cricket field, instead of \$2,000, it did not feel justified in recommending a larger sum of \$2,000 to be expended in the present year. We will do all we can for the money.

The Registrar General—Will the \$2,000 put into a condition fairly available for a cricket field?

The Surveyor General—I do not say that you will have the springiness required for a cricket field all over the ground. We will do away with all the patches.

The Registrar General—The ground will have to be levelled for six months and would be a nuisance. My experience is that one rainy season is quite enough to get the turf in order.

Mr. Chater—Do you intend to do anything with the middle this year?

The Surveyor General said that question was dependent on the main drainage. The diversion of the stream involved the question of the Bowington Canal, which was in an unsatisfactory state. It would be a desirable thing to divert the stream and to improve the North part which the Athletic Club proposed to use.

Mr. Chater thought the diversion would improve the place immensely.

The vote was agreed to.

THE CIVIL HOSPITAL NURSES.

Some discussion took place upon the vote for the proposed Civil Hospital. The religious applications of the sisters did not allow them to afford all that assistance that persons in a very dangerous state required and it was decided to get English nurses. There would be one head nurse and five subordinate nurses.

The vote was agreed to.

THE CHINESE VOTES.

With regard to the vote of \$875 for the family of Mr. McEwen, Mr. Ryrie said the allowance used to be one month's salary for one year and not for three years' service.

The Chairman—It is the consideration of the public (laughter).

All the votes were agreed to.

THE HARBOUR MASTER'S REPORT FOR 1889.

The following report was laid on the table of the Legislative Council to-day:—

Harbour Department, Hongkong, March 31st, 1890.

Sir, I have the honour to forward the Annual Returns for this Department for the year ending 31st December, 1889.

SUMMARY.

2. The Shipping Returns show 39,777 Arrivals with a tonnage of 6,371,087 tons, and 30,611 Departures of 6,501,604 tons, making a grand total of 12,872,691 tons.

3. The following statement shows how this amount of shipping is apportioned:—

British 3,212 6,503,669
Foreign 2,376 2,471,421
Junks in Foreign 45,568 3,417,531
Trade 53,156 12,382,521
Junks in Local Trade 8,338 263,570
Grand Total 61,388 12,672,691

4. Compared with 1888, there has been an increase of British tonnage amounting to 25,526 tons, and a decrease of foreign tonnage of 61,215 tons. There has also been a decrease in the Junk trade of 289,018 tons.

5. Compared with the average of the past 3 years, there is a decrease under the British flag of 410,538 tons—467,603 tons. Foreign ships, there is an increase of 25,510 tons.

6. The general trade as represented by the amount of shipping from and to the various countries does not show on the whole any very marked alteration. Coochin, China, Siam, and the Gulf of Persia and the Indian Ocean are the chief sources of trade. There is however a considerable falling off in the Junk trade between Hongkong and Coast of China and Formosa.

7. The trade of Great Britain and Continental Europe does not differ materially from that of 1888.

8. 3,553 steamers, 151 sailing vessels and 26,577 Junks arrived during the year, giving an average of over 84 vessels daily arriving in the Waters of the Colony.

9. On the 31st December, there were 101 Steam-landed in the Harbour, of these, 50 were licensed for the conveyance of passengers, 41 were privately owned, 10 were the property of the Colonial Government. There were, in addition, 61 launches, the property of the War Department.

EMIGRATION.

10. There has been a falling off in the number of Chinese leaving the Colony for Ports other than those in China or Japan. One cause of this falling off is a reduction in the rate of wages paid to coolies in the Straits Settlements. I am inclined to the belief, however, that the principal cause is that the Coolie Brakes or "Catchers" who go into the interior to procure emigrants are not just now as successful as they have been hitherto in procuring emigrants. The fact of fraudulent practices on the part of these "Catchers" has become known in the interior, and the Mandarins have consequently put a check on the people, who are already rather chary of placing themselves in the hands of the "Catchers." This is not an unusual thing. On the one hand, a number of coolies who are ejected into emigrating is reduced, but on the other hand, those on whom a deception is being practised are distressed and thus deterred from going.

11. In my Annual Report for 1889 I alluded to the abuses connected with the Emigration of the Chinese. Since then I have endeavoured to alter the opinion which I then expressed. An abuse which I did not then refer to was that of "importation" at the examination before the Emigration Officer. This is sometimes detected at the examination, but the fact of fraudulent practices on the part of these "Catchers" has become known in the interior, and the Mandarins have consequently put a check on the people, who are already rather chary of placing themselves in the hands of the "Catchers." This is not an unusual thing. On the one hand, a number of coolies who are ejected into emigrating is reduced, but on the other hand, those on whom a deception is being practised are distressed and thus deterred from going.

12. During 1889, direct emigration to Delat (Medan) in Sumatra was continued, previous to this it used to be done through Singapore. The first ship that left here direct was the *China* with 273 emigrants. When somewhere near Singapore, there was a revolt of the coolies, and the Captain was forced to take the vessel into Singapore. The reason given for the outbreak was that the coolies were told as Hongkong that they were going to Singapore, and they did not want to go anywhere else. A similar incident occurred on board the *Asia* in 1888. In the year, and there has been one more case reported in 1890. These outbreaks are by no means easily accounted for. I am of opinion that they are brought about by the Chinese Brakes at Singapore, who desire to re-establish what was to them a lucrative business, and in order to accomplish this they endeavour to bring direct emigration into disrepute. They have their emissaries on board the ship, and they succeed in stirring up the coolies to revolt by telling them that they are being deceived.

13. Whatever suggestions are adopted for the protection of the emigrants, it will be for them to be some extent circumvented by the wily and unscrupulous Chinese Brakes. I think, however, that if the proposed system of Licensed Boarding Houses, and an Emigration Office established, a severe blow will be dealt to these rascals, and I have hope that when the system is adopted, we shall hear little about real Emigration abuses.

REVENUE OF SHIPPING.

14. During the year, six vessels of 1,304 tons were registered under the provisions of the Merchant Shipping Act, 1854, and seven Certificates of Registry were cancelled. Return No. XXVII shows the remuneration of the work done in the Branch.

MARINE MAINTENANCE'S COSTS.

15. Fifty-three cases were heard in this Court during the year. Refusal of duty (12), and default (11) were the principal offences in the case of ships, and Throwing Ballast into the Harbour (9), and Leaving without Clearance (6) in the case of Junks.

16. The following table will show the number of candidates examined for Certificates of Competency, distinguishing those who were successful, and those who failed:—

Grade. Passed. Failed.
First Mate 25 1
Second Mate 20 1
Third Mate 1 1
Second Class Engineers 57 3
First Class Engineers 11 3
Second Class Engineers 28 3
Grand Total 89 3

SEAMEN.

17. 9,222 seamen were shipped and 10,069 were discharged at the Shipping Office and on board ships during the year.

18. 538 distress cases were received during the year. Of these 24 were sent to the United Kingdom, 21 were sent to the United States, and 173 obtained employment. \$4,380.40 were expended by the Board of Trade in the relief of these men and \$223.13 by this Colony.

MARINE SURVEYOR'S SUB-DEPARTMENT.

19. Return No. XXVIII shows a continued increase in the work of this Department. 117 visits were made by the Government Marine Surveyor to vessels under survey.

LIGHTHOUSES.

21. The three Lighthouse Stations have been maintained as usual during the year. In May, an alteration was made in the nature of the Great Island Light, the red light was changed to white, and a bright light is now exhibited all round except over the Kaituma Bank. A light vessel has also been kept up in Kaituma Bank to mark the spot where eight Junks laden with stones have been sunk as an experiment.

22. Some little difficulty has been experienced with the Chinese Staff of the Lighthouses. After being trained to their work of watch-keeping in the lantern, they frequently did the duty too irascibly and impatiently, and with out much permission, as most convenient to themselves. A new man has then to be obtained and his training taken in hand, and with a temperance in the lantern of 83° it often is in the summer months the duty of training these men, which falls on the European Light-keeper, is a very trying one, and he has his own watch to keep beside. Notwithstanding this, the lights have been efficiently maintained. I propose, however, recommending that a better class of Chinese shall in future be obtained for the post of Light-keepers, than the recruits of the present class, and that they be given to give security for the proper performance of their duty, and entering into an agreement to serve for a certain length of time.

DOCKERS AND ROYAL.

23. During the past year, experiments have been made by the Royal Engineers, with the object of determining the practicability of otherwise of blasting a portion of the Bunkers Rocks, so as to obtain a minimum depth over the Rocks of 15 fathoms. These experiments have shown that without special appliances the operation cannot be successfully carried out. The matter is, however, still receiving attention.

GOVERNMENT GUNPOWDER DEPOT.

25. The condition of the Magazine is not such as might be desired. For several years, white ants have been at work in the rafters of the roof, and although they have been kept from time to time, they have not been entirely exterminated. The fact of their being present is a source of great annoyance, and it is a state of things which is not desirable. The subject also of excluding the public from the premises of the Magazine is one which I submit, should receive the attention of the Council. The fact of the public being allowed to enter the Magazine is a source of great annoyance, and it is a state of things which is not desirable. The subject also of excluding the public from the premises of the Magazine is one which I submit, should receive the attention of the Council.

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PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF RIO DE JANEIRO** will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 350.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day. This allowance does not apply to through parcels from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, May 12, 1890. 879

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO TAKE PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 4th day of June,
1890, at Noon, the Company's
Steamship **NECKAR**, Capt. H. STEIN,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m. Specie and Parcels until 3
p.m. on the 3rd June. (Parcels are
not to be sent on board; they must be
left at the Agent's Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, May 12, 1890. 877

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**,
2,553 Tons Register, Capt. WILLIAM
SON, will be despatched for VANCOUVER,
B.O. and NAGASAKI, INLAND SEA,
Kobe and YOKOHAMA, on THURSDAY,
the 12th June, at Noon.

To be followed by the S.S. **BYSSINIA**,
on the 3rd July, and S.S. **PANTHIA**,
on the 24th July.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Ports, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class fares granted as follows:—
To Vancouver & Victoria (Max.) \$210.00
To Montreal, New York, &c. 250.00
To Liverpool ... 325.00
To London ... 350.00

To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 11th June. To other Office
and should be marked to address in full,
and the same will be received by us until
6 p.m. the day previous to sailing.
For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, May 16, 1890. 906

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 5th June,
1890, at Noon, the Company's S.S.
SACHALIE, Commandant HOMERAY,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 4th June, 1890. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 23, 1890. 904

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship **GALLO** will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 14th
June, at 1 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 350.00

To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will
be allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, May 23, 1890. 945

Intimations.

WINDSOR HOUSE,
HONGKONG.

No. 8, QUEEN'S ROAD CENTRAL.
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This Establishment is situated in a most
central position, opposite the Telegraph
Office and two doors from the Chartered
Bank. It offers FIRST-CLASS ACCOMMODATION
to RESIDENTS and TRAVELLERS, and a
Spacious Dining Room, and a large
number of well-furnished Bed-Rooms
with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.;
Dinner, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Single
Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE
MEALS IN GENTLEMEN'S QUARTERS.
CONTINENTAL LANGUAGES SPOKEN.

MRS. BOHM,
Proprietress.

Hongkong, August 30, 1890. 1893

NOW READY.

VOLUNTEERS AND THE DEFENCE
OF HONGKONG.
A SECTION.

PRICE, FIFTY CENTS.

To be had at MESSRS. LANG, CRAWFORD
& CO.; MESSRS. KEMP & WILSON; and
Messrs. W. BROWN & Co.
August 14, 1890. 1892

BAIL PROGRAMMES
FOR SALE.

10 NEW SHADES AND PATTERNS.
"CHINA MAIL" OFFICE,
2, WYNDHAM STREET.

COLLEGE OF MEDICINE FOR
CHINESE.

RESIDENTS in the Colony would
materially aid the SENATE of the
COLLEGE by forwarding to the ANCE
MEMORIAL HOSPITAL

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the
Students' Reading Room and Library.
Address to
JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1890. 1917

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.
LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

1.—"The Hongkong Telegraph."
2.—Cantile, Dr. J.; Manson, Dr. P.; Har-
rigan, Dr. W.
3.—Cantile, Dr. J.; Residence.
4.—Vernon, J. Y. V.
5.—The China & Japan Telephone Co., Ltd.
6.—Pocock, L.
7.—Arnold, Karberg & Co.
8.—The Hongkong & Shanghai Banking
Corporation.
9.—Chatter & Vernon.
10.—Peak Hotel & Trading Co., Queen's
Road.
11.—Daily Press.

12.—E. & A. China Telegraph Co., Ltd.
13.—Central Police Station.
14.—Watson, A. S., & Co.
15.—Douglas Laprak & Co.
16.—Butterfield & Swire.
17.—P. & O. S. N. Co.
18.—Hongkong & Whampoa Dock Co., Ltd.
19.—Crutchfield, W.
20.—China Mail.
21.—Jordan, Dr. G. P.
22.—The Hongkong & China Gas Co., Ltd.
23.—H. K. & Whampoa Dock, Aberdeen.
24.—Alico Memorial Hospital.
25.—Halliday, Wm. & Co.
26.—Holliday, J. F.
27.—Peak Hotel.
28.—Peak Hotel & Trading Co., Craigieburn
Mill.
29.—Gibb, Livingston & Co.
30.—Hongkong Hotel, Public Telephone.
31.—Crutchfield, W. S. John II, c.n.
32.—Crutchfield, W. S. John II, c.n.
33.—Crutchfield, W. S. John II, c.n.
34.—Crutchfield, W. S. John II, c.n.
35.—Brodie, W. S. John II, c.n.
36.—Ah Yon & Co.
37.—Lundsted & Davis.
38.—Foster, F. T. P.
39.—The Borneo Company, Limited.
40.—Adamson, Bell & Co.
41.—Dodwell, F.
42.—Jordan, Dr. G. P., Residence.
43.—Government House.
44.—Hogles & Esau.
45.—Belcher & Co.
46.—Belcher, E. R., Kingclere.
47.—Belcher, E. R., Peak.
48.—Carlson & Co.
49.—Imports & Exports Office.
50.—Morris & Ray.
51.—Layton, B., Residence.
52.—Layton, B., Residence.
53.—Webster, J. F.
54.—Webster, J. F.
55.—Victoria Hotel, Public Telephone.
56.—Boy Shing.
57.—Dakin Bros. of China, Ltd.
58.—Riviera, Geo. B., & Co.
59.—Stevens, Geo. B., Residence.
60.—Subscribers will oblige by correcting
their Lists accordingly.

A. SANDFORD,
Agent.

Hongkong, April 5, 1889. 647

Intimations.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOICELANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RICHMOND'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Ornate & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 742

NOTICE.
HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are
respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN if sent to the
HEAD OFFICE, No. 14, Praya Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1455

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ASSISTED APRENTICE AND LAT-
TERLY ASSISTANT TO DR. ROBERTS.)
At the urgent request of his European
and American patients and friends,
has TAKEN THE OFFICE formerly oc-
cupied by Dr. Roberts.

NOW HAS
REMOVED
18, D'AGUILAR STREET,
behind HONGKONG CLUB.
CONSULTATION FREE.

Vol. XVIII.—No. 4.
'CHINA REVIEW'
NOW READY.

SHARE LIST. QUOTATIONS—MAY 30, 1890.

Stocks	No. of Shares	Value	Paid- up	Closing Quotations, Cash.
Hongkong and Shanghai Bank Co., Ltd.	50,000	\$ 125	all	\$196 1/4, prem.
Marine Insurance Co., Ltd.	10,000	\$ 250	all	\$122, sales
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	all	\$5 1/2
Chinese Insurance Co., Limited	1,500	\$ 1,000	all	\$20 nominal
North-China Insurance Co., Ltd.	30,000	\$ 100	all	\$20, 35, ex div.
Strait Settlements Insurance Co., Ltd.	10,000	\$ 250	all	\$20, 35, ex div.
Yonghe Insurance Association, Ltd.	8,000	\$ 25	all	\$10
China Fire Insurance Co., Ltd.	20,000	\$ 100	all	\$254
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 100	all	\$53.65
Strait Fire Insurance Co., Ltd.	20,000	\$ 100	all	\$20, 35, buyers
Singapore Insurance Company, Ltd.	40,000	\$ 100	all	\$214 1/2
H'kong & Whampoa Dock Co., Ltd.	12,500	\$ 125	all	\$4 1/2, prem.
China and Mendis F. S. Co., Ltd.	3,500	\$ 50	all	\$103
Douglas Steamship Co., Limited	80,000	\$ 20	all	\$87, sales
Indo-China S. N. Co., Ltd.	50,000	\$ 20	all	\$25 1/2, dis., sellers
Steam Launch Company, Limited	2,000	\$ 50	all	\$30, buyers
China Sugar Company, Limited	15,000	\$ 100	all	\$185
Luen Sugar Company, Limited	7,000	\$ 100	all	\$75, sellers
HK & Kwong & Golden Co.	20,000	\$ 50	all	\$73
Land and Building				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	all	\$91, sellers
Kowloon Land and Building Com- pany, Limited	6,000	\$ 50	all	\$117, buyers
Peak Building Company	1,000	\$ 100	all	\$200
Richmond Terrace Building Com- pany, Limited	1,000	\$ 100	all	\$20, 24
Shanghai Land Company	12,500	\$ 50	all	\$47, nom.
West Point Building Co., Limited	30,875	\$ 100	all	\$116, 122, sellers
Trust and Loan Co. of China (C.) Ltd.	\$1,250	\$ 2	all	\$120
TRADING				
HK High-Low & Ways Co., Ltd.	1,200	\$ 100	all	\$125
Jelabu Mining & Trading Co., Ltd.	4,500	\$ 5	all	\$4
Manjoo & Sungho Dua Samatun Mining Co., Ltd.	8,000	\$ 11	all	\$9
Selama Tin Mining Company, Limited	115,000	\$ 5	all	\$23, sales
Société des Mines du Tonkin	25,000	\$ 5	all	\$50
The Balmoral Gold Mining Co., Ltd.	8,000	\$ 5	all	\$50, nom.
Imuria Mines, Limited	175,000	\$ 1	all	\$5, sellers
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	\$ 10	all	\$50
Darvel Bay Trading Company, Ltd.	4,000	\$ 5	all	\$20
East Borneo Planting Co., Limited	4,000	\$ 5	all	\$20
Lobuk Planting Company, Limited	3,000	\$ 5	all	\$20
Songai Koyah Planting Co., Ltd.	5,000	\$ 5	all	\$20
H. G. Brown & Co., Limited	6,000	\$ 5	all	\$20
The Lamag Planting Co., Limited	6,000	\$ 5	all	\$20
TRADING, ETC.				
Austia Arms Hotel and Building Company, Limited	4,000	\$ 5	all	\$22 1/2, dis.
Hongkong Hotel Company, Limited	3,600	\$ 10	all	\$200
Peak Hotel & Trading Co., Limited	4,000	\$ 5	all	\$20, nom.
Borneo Hotel and Stores Co., Ltd.	1,000	\$ 5	all	\$20, nom.
Shameen Hotel & Land Co., Ltd.	5,000	\$ 10	all	\$20, nom.
A. S. Watson & Co., Limited	50,000	\$ 1	all	\$22, sellers
Crutchfield & Co., Limited	1,500	\$ 5	all	\$40, nom.
LIQUATING				
HK and China Gas Co., Limited	3,100	\$ 10	all	\$139, sellers
New Share	30,000	\$ 10	all	\$68, cash
Hongkong Electric Co., Limited	30,000	\$ 10	all	\$68, cash
Green Island Cement Co., Ltd.	20,000	\$ 5	all	\$31, nom.
Hongkong Brick & Cement Co., Ltd.	4,000	\$ 25	all	\$17.50, 18, nom.
TRADING, ETC.				
A. G. Gordon & Co., Limited	6,000	\$ 5	all	\$20, 20
Campbell, Moore & Co., Limited	6,000	\$ 5	all	\$20, 20
Geo. Fenwick & Co., Limited	6,000	\$ 5	all	\$20, 20
Hongkong & Whampoa Dock Co., Ltd.	3,000	\$ 10	all	\$20, nominal
Hongkong Dairy Farm Co., Ltd.	6,000	\$ 5	all	\$100, sellers
H'kong Kong Manufacturing Co., Ltd.	8,000	\$ 5	all	\$112, nominal
Marinburg Furniture Co., Ltd.	3,000	\$ 5	all	\$20, nominal
* Founder's shares				
LOANS				
Chinese Imperial	1884	\$1,394,700	\$14,500	8 1/2 p. annu.
" "	1884	\$1,504,700	\$14,500	8 1/2 p. annu.
" "	1885	\$1,707,800	\$14,500	8 1/2 p. annu.
RENTS				
Hongkong Hotel Mort- gage Debentures, 1888		\$ 400,000	\$400	0, prem.

Intimations.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND